

INFORMATION REPORT

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1. The repair of Soviet freight cars in the USSR is the responsibility of the particular owning rail system. All freight cars belonging to a rail system are repaired in that system's yards. If a breakdown occurs while a car is in transit through an area covered by another rail system, that system is responsible for repairs. Cost of repairs is billed to owning system. Minor damage is usually not attended to until car returns to its home yard. Major repairs effected by a foreign system are of standard quality.
2. During seasonal or unusual freight peaks in various areas of USSR, the Ministry of Transportation in Moscow issues orders for cars to be sent from one system to another. The car and its log book are sent to the system requiring additional cars, and the ownership of the car passes to the new system. Transfer of ownership occurs even if the car is to be used for only a brief length of time. Repair work required during this interval is the responsibility of the system holding the log book. No financial arrangements are required.
3. Freight cars being returned to owning system after a distant haul must be loaded for return trip. They may be routed into the area of another system if it is in general direction of travel. If, after a certain length of time, no load is located car must be returned empty or demurrage is paid. It is permissible to half load cars under such circumstances. Various types of cars, such as tank cars, coal cars, etc. have different limits and demurrage, with tank cars having the strictest limits. Demurrage is paid to owning system. 50X1
4. Each rail system is compartmented into five divisions for the purpose of efficient operation. They are:
 - a. exploitation (scheduling, routing, etc)
 - b. network (rails, switches, tunnels, etc)
 - c. locomotive repair
 - d. freight car repair

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e. communications

Efficiency norms set by Ministry of Transportation are observed, and substandard performance results in division fines payable to the rail system central treasury. Every 24 hours operation reports are sent by each rail system to Ministry of Transportation, including a breakdown by division. Continuing substandard performance by a division or system as a whole results in an investigation by Ministry. In practise, the reporting system is cumbersome and results in voluminous paperwork.

5. Freight cars owned by industry are repaired by the local rail system for a fixed fee. An owning factory has the privilege of keeping an empty car on its siding for 48 hours, after which time the car must be returned to the local yard if not loaded. The local rail system has the privilege of utilizing idle industry owned cars on the same basis as its own. No fee is paid. It is responsible however to keep the factory supplied with required cars, and to keep track of industry owned cars in transit.

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